

# **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**March 4, 2004**

## **MINUTES**

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AUDIO-CASSETTE TAPES OF THE ACTUAL MEETING ARE AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Southern California Association of Governments Transportation and Communications Committee (TCC) met at SCAG offices in Downtown Los Angeles.

### **MEMBERS PRESENT**

#### **Voting Members Present**

Lee Ann Garcia, Chair  
Glen Becerra  
Paul Biane  
Lou Bone  
Art Brown  
Yvonne Burke  
Lawrence Dale  
Gene Daniels  
Cathryn DeYoung  
Richard Dixon  
Bonnie Flickinger  
Gary George  
Frank Gurule  
Carol Herrera  
Sandra Jacobs  
Tim Keenan  
Robin Lowe  
Patsy Marshall  
Judy Mikels  
Llewellyn Miller  
Pam O'Connor  
Gary Ovitt  
Will Pieper  
Bea Proo  
Tod W. Ridgeway  
Ron Roberts  
Charles Smith  
David A. Spence  
Dick Stanford

#### **City/County Representing**

Grand Terrace  
Simi Valley  
County of San Bernardino  
Tustin  
Buena Park  
County of Los Angeles  
Barstow  
Paramount  
Laguna Niguel  
Lake Forest  
Moreno Valley, WRCOG  
Redlands, SANBAG  
Cudahy  
Diamond Bar  
El Segundo  
Cypress  
Hemet  
Buena Park  
Ventura County  
Claremont  
Santa Monica  
Ontario  
Desert Hot Spring, CVAG  
Pico Rivera  
Newport Beach  
Temecula, WRCOG  
County of Orange, OCTA  
Arroyo Verdugo Cities  
Azusa

Tom Sykes  
Paul Talbot  
Sidney Tyler

Walnut  
Alhambra  
Pasadena

**Voting Members Absent**

Harry Baldwin  
Ron Bates  
George Cole  
Bill Davis  
Judy Dunlap  
Peter Herzog  
Bonnie Lowenthal  
Keith Millhouse  
Mark Nuaimi  
Greg Pettis  
Jeffrey Reinhardt  
Greig Smith  
Cameron Smyth  
Tonia Reyes Uranga  
Linda Wilson

**Representing**

San Gabriel  
Los Alamitos  
Bell, Gateway Cities COG  
Simi Valley, VCTC  
Inglewood  
Lake Forrest  
Long Beach  
Moorpark  
Fontana, SANBAG CTC  
Cathedral City, CVAG  
Las Virgenes/Malibu  
Los Angeles  
Santa Clarita, North LA County  
Long Beach  
Manhattan Beach/South Bay Cities

**Voting Members, Not Elected Officials Present**

Rose Casey

**Representing**

Caltrans, Los Angeles

**Voting Members, Not Elected Officials Absent**

Board Member  
Rotating Board Member

**Representing**

California, DOT  
Air Resources Board

**Transportation Commissions – Vacant**

Los Angeles County Metropolitan Transportation Authority

**New Members**

Isadore Hall, III, Compton, Councilmember  
Steven Adams, Riverside WRCOG, Subregional Representative

**1.0 CALL TO ORDER**

Chair Lee Ann Garcia called the meeting to order at 10:30 a.m.

**2.0 PUBLIC COMMENT PERIOD**

Was delayed to follow Action Item 4.1

**3.0 CONSENT CALENDAR**

**3.1 Approval Items**

3.1.1. February 5, 2004 Meeting Minutes

**3.2 Receive and File**

3.2.1 Intergovernmental Review Clearinghouse Reports

3.2.2 State and Federal Legislative Matrix

MOTION was made to approve the consent calendar items, SECONDED, and UNANIMOUSLY APPROVED.

**4.0 ACTION ITEMS**

**4.1 2004 Regional Transportation Plan (RTP)**

A presentation of the Final Draft 2004 RTP was made by SCAG Consultant, Mr. Tarek Hatata. Mr. Hatata presented a summary of revisions that were incorporated into the Final Draft 2004 RTP based upon public comments and directions from various committees..

Mr. Hatata stated that there were quite a few comments/questions regarding the RTP's commitment to transit partly because of the incremental preservation dollars going primarily to the state highway system and arterials. Some advocates want more transit than is currently affordable. Mr. Hatata stated that the Plan now clarifies the significant commitment to transit including \$57.7 billion dollars, and as part of the incremental public funding there is \$5.5 billion for local bus, \$3 billion for transit corridors, and \$1.8 billion for Metro Link.

Mr. Hatata stated that another comment was in reference to Operation Jumpstart. There was confusion as to what it is, how it would be developed, but per the Regional Council's direction in December, Operation Jumpstart is no longer referenced in the RTP.

The final RTP will be presented to the Regional Council on April 1<sup>st</sup> for their consideration for adoption. It would then be submitted to the Federal agencies for conformity certification which must be obtained prior to June 8<sup>th</sup> in order to avoid conformity lapse in the region.

**PUBLIC COMMENT PERIOD**

**Ms. Jennifer Jaroski, representing Californians' for Safe Highways**

Ms. Jaroski commented on the RTP's Goods Movement section as it related to dedicated truck ways. Her organization is concerned that the dedicated truck ways would allow longer combination vehicles on our

highways. Her organization is opposed to this, as there has been numerous studies that indicate that trucks are inherently dangerous even if they are on dedicated roadways. What happens when there is a crash on a truck lane and it becomes blocked? Will the triples be allowed to get off and mix with regular traffic to bypass the crash? It is very likely that because of their size and weight that they would have to merge into other lanes of traffic. Will they be forced to sit there for hours waiting for the accident to be cleared up? How do emergency vehicles get onto the dedicated lanes?

The truck industry has been fighting since 1991 to open up all inter-states nationwide to triple trailers and longer double trucks. Nevada allows triple trailer trucks and the organization is afraid that this will extend into California opening up a floodgate of triple trailers coming in from Nevada and other Western states. California State Legislature recently passed a resolution, SJR7, which asks Congress to maintain current truck size and weight standards throughout the authorization of TEA. Additionally, Members of Congress are opposed to any expansion of LCV's.

**Mr. Kelly McDowell, Councilmember, City of El Segundo**

Mr. McDowell stated that El Segundo remains concerned about the overly aggressive aviation demand projections that fail to take full account of the changes in the industry since 911. LAX and airports across the Country still have deeply reduced activity levels with no clear return to prior levels. By overstating projected demand the Plan puts unnecessary and unrealistic pressures on several of the Region's airports, Plamdale and March in particular. This could result in pressures to expand LAX if those airports are unwilling to meet those growth projections, and invites the exaggeration of potential economic loss if the Regional Council considers a scenario that serves less arrogant demand.

El Segundo is also concerned with the failure to fully integrate the proposed Cal-Nev Maglev System or the Anaheim to Ontario Airport segment of that system into the RTP. The Anaheim to Ontario Airport segment will offer the Region the most effective strategy available for addressing one of the dilemmas of the 2004 RTP, which is, meeting the aviation demand generated by Orange County following the loss of El Toro as an airport option. El Segundo urges that the RTP include the Cal-Nev Maglev system in general, and the Anaheim to Ontario Airport segment in particular.

**Ms. Sandra Balmir, representing Federal Highway/FTA L.A. Metro**

Ms. Balmir stated that there were three areas of concern to her organization first being fiscal constraint. They understand that the State had some fiscal issues and surrounding the passage of the next

transportation bill. The second area is in conformity. They understand that SCAG is continuing to work on the model output's for the conformity, and they would like to see the model output's before the final RTP comes out. Third, they are concerned about the implementation of Land Use Integration and how it will play out for the Region.

**Mr. Charlie Lombardo, President of Burbank/Glendale/Pasadena Airport Authority, also known as Bob Hope Airport.** Mr. Lombardo stated that he was addressing the 10.7 Map that is being projected for Bob Hope Airport in 2030. There is a footnote that says forecast for the airport assumes higher passenger activity within the physical constraints of the airport than what is assumed by the airport staff. Mr. Lombardo stated that this is partially true, but when Staff did the assumptions they showed thirty percent of existing general aviation air traffic dissipating. Bob Hope Airport has since gone up thirty percent in the last two years. Furthermore, there is an assumption that the Bob Hope Airport is building three remote gates, which they are not doing now or in the future, making the RTP's assumptions in this area faulty. Where is the validity of the numbers when the assumptions are inaccurate.

The RTP shows Bob Hope Airport using 757's. Seventy percent of the airport's traffic is on Southwest Airlines. Mr. Lombardo inquired of a Southwest individual as to when they would be switching to 757's? The individual stated that Boeing would not be making 757's after 2004, they were phasing out the line.

Mr. Lombardo asked Staff to seriously consider for the integrity of the Plan's numbers, reducing the Map number at Bob Hope Airport.

**Mr. Steve Finnegan, representing Automobile Club of Southern California**

Mr. Finnegan stated that his association had some concerns regarding some of the financial assumptions included in the RTP. They believe there is a need to maintain Proposition 42 and protect existing transportation revenues linked to any attempt to increase them. The Auto Club is going to oppose any measure to increase transportation fees or taxes that do not address and include keeping the transportation funds that are currently flowing.

In the area of highway improvements, Mr. Finnegan stated that they believed everyone is in support substantial expansion of the transit systems, improving services, and providing new transit projects. But as this is developed and with the growth we will be experiencing in Southern California, we are going to continue to experience more travel on our highways. If there is an inadequate investment to improve and to maintain the highways, we will be relegating the majority of Southern California's to more congestion and a lower quality of life in the future.

In the area of dedicated truck lanes and long combination vehicles, the Auto Club supports the concept of truck lanes because they believe there will be need for them in some of the corridors in the future. But they are opposed to allowing the long combination vehicles in California. Inevitably the trucks would need to leave the lanes to get to warehousing or other facilities along their routes. If trucks did stay on the dedicated facility it would not be an issue, but the Auto Club is convinced that they will have to leave the dedicated facility either legally or illegally. They believe there will not be adequate enforcement to keep the trucks on the truck lanes.

**Mr. Ty Schuiling, SANBAG**, expressed that the 2004 RTP represents some of the best Staff and consultant work done to date on any Regional Transportation Plan in this region. It is indicated that there are some agreed to conditions such as the widening of Interstate-10 in the Eastern Valley area, and textual references to the Anaheim/Ontario Maglev that have been inadvertently omitted. SANBAG also has comments on the Travel Demand Management section. Based on that understanding and the recognition of Staff's clear commitment to incorporate those comments, Mr. Schuiling recommended that the Committee move the Plan forward to the Regional Council for adoption in April. Mr. Schuiling then suggested that the TCC direct Staff to return to its next meeting with an action plan for post adoption activities associated with the 2004 RTP. A plan dealing with issues such as financial constraint, the R-TIP, preparation and adoption, air quality conformity, task force frame work, and how the implementation of the Growth Visioning process is proceeding and what the next steps are likely to be.

### ***End of Public Comment Period***

Mr. Charles Smith, OCTA, commented on the subject of a ground access system to be able to decentralize the airport system given that El Toro is no longer a potential airport. According to the Plan, the region will be dependent on MAGLEV to carry passengers to the outlying airports. Mr. Smith then questioned where the funding is going to come from, would it be from one of the other projects? He also stated that the Plan did not address how air cargo was going to get from Orange County/San Diego County to the decentralized airports.

Mr. Ikhata, SCAG Staff, then stated that MAGLEV, which cost would be in the area of \$26 million, would not take money away from any of the other projects because MAGLEV is to be privately financed. He added that Staff spent \$16 million to study the feasibility of MAGLEV in the corridors. Three consultant teams gave feed back based on the growth of the region in the next thirty years. The study indicated that the system will not only pay for itself, but will make a profit for whoever invests in it. Staff is then accepting the result of the studies and

moving forward. Additionally, the decentralized system of aviation with no El Toro and LAX as a MAP airport will rely heavily on outlying airports to expand. For those to expand we need to transport people there and the MAGLEV is an important component to facilitate this. Mr. Ikhata added that in terms of air cargo, there are programs and policies that needed to be addressed.

Mr. Ikhata went on to explain that there is a consultation process requirement of SCAG that Staff go to the RTAC and the RTAC then needs to agree to move the RTP, which was done on February 25. RTAC moved the Plan with the following changes: that the language in the Aviation System in regards to March Airforce Base is to mention that the priorities are military and cargo, and in later years the passenger service be included. Secondly, RTAC recommended that Staff immediately after adoption of the Plan look at other airports, Palm Springs and Imperial, as options to accommodate the demand alternative to March Airforce Base.

Ms. Robin Lowe, Hemet, continued by stating that RTAC had concerns in the area of Demand Management. RTAC does support the Final Draft of the 2004 RTP and recommend the adoption to the TCC with the caveat that SCAG and the CTC's will begin working immediately to identify appropriate public and private TDM program elements and funding for the Plan when amended or updated. Secondly, that Staff refines the process establishing all public and private TDM financial investment levels contained in the RTP are tracked, documented, and reported to assist in the regional demonstration of the TDM/TCM's timely implementation in assessment of program effectiveness. Lastly, the Committee define and gain consensus on the respective public and private agency roles and the responsibility linkages of the TDM program elements. Mr. Ikhata stated that Staff has absolutely no issues in following through on this.

Mr. Lawrence Dale, Barstow, pointed out that in the public comment section there were two mentions of the Cal-Nev Projects not listed in the Plan, but there is then indication of a commitment to place it in the Plan. As a member of the Committee he requested that the verbiage in the document show the Cal-Nev Project. Mr. Ikhata responded that the Cal-Nev Project was in the Plan, on the MAP, as a study project and the language in the Plan did reflect that.

Ms. Robin Lowe, Hemet, stated that in the area of LCV's/Truck Lanes she would like to see some language stating we do not assume LCV's on the dedicated truck lanes at this time. Mr. Ikhata, Staff, stated that there would be no problem putting the language saying that research needs to be done before it is determined what kind of vehicle is allowed.

Mr. Ikhata then clarified that if there was anything in the Plan that required a change that was significant, it could not be changed unless the Committee re-circulated the Plan and EIR. Changes could be address through amendments if the Region on a whole decided there was in area that needed to be changed.

Ms. Judy Mikels, Ventura County, stated that the Aviation Task Force had a lengthy discussion on the Bob Hope Airport/Imperial County request for the addition of a MAGLEV footnote and voted to keep Bob Hope Airport's forecast at 10.7 maps. However, a footnote will be added that says forecast for the Bob Hope Airport assume higher passenger activity within the physical constraints of the airport than which is assumed by airport staff. This will then address the immediate concern, and if there is a need for an amendment at a later time the Committee can then address this. Additionally, Imperial County had requested that a footnote be added as to the future possibility of an international airport being added in the county in conjunction with their discussions with San Diego SANBAG. Mr. Ikhata, Staff, then clarified that the Aviation Task Force voted against adding the footnote because they felt that the time available to duly consider the issue for inclusion in the 2004 RTP was inadequate. However, RTAC supported adding the footnote because they felt that the issue is important and pressing enough to merit inclusion in the 2004 RTP even though the issue will need to be studied further beyond the adoption of the plan. In the end, the committee agreed to the inclusion of the footnote.

After a lengthy discussion and Public Comment period it was MOVED (Dixon), SECONDED (Ridgeway), with 2 NOES (Smith & Spence), and 2 ABSTAINING (Burke & Proo) to APPROVE and adopt the 2004 Regional Transportation Plan (RTP).

#### **4.2 FY 2005 Federal Transportation Appropriations Request**

Mr. Don Rhodes, Staff, expressed that SCAG had a very successful trip last month to Washington to present the Consensus Program for the Region. Each year in the spring, SCAG prepares its federal appropriation requests for funding in the next federal fiscal year beginning in October. One of the successes of the Southern California Transportation Delegation has been the presentation of Southern California's transportation needs. The delegation comprised of SCAG and the region's county transportation commissions, has focused its efforts to date on the reauthorization of TEA-21, the federal surface transportation program.

Staff's main concern is, last year the State received \$393 million, our region received only \$66 million. There is a need for a stronger combined effort to get the funding from the Federal Government for



these important projects. Mr. Rhodes then asked for approval of this item so Staff can move forward with its appropriation request to Congress.

It was MOVED (Talbot), SECONDED (Roberts), with 1 NO (Proo), and 1 ABSTAINING (Burke) to approve the Federal Transportation Appropriations request.

**5.0 INFORMATION ITEMS**

None at this time

**6.0 MAGLEV TASK FORCE REPORT**

Because of time constraint, there was no report at this time.

**7.0 REGIONAL TRANSPORTATION AGENCIES COALITION (RTAC) REPORT**

Because of time constraint, there was no report at this time.

**8.0 REGIONAL TRANSPORTATION DEMAND MANAGEMENT (RTDM) REPORT**

Because of time constraint, there was no report at this time.

**9.0 CHAIR REPORT**

Because of time constraint, there was no report at this time.

**10.0 STAFF REPORT**

No report at this time

**11.0 FUTURE AGENDA ITEMS**

No additional agenda items were identified.

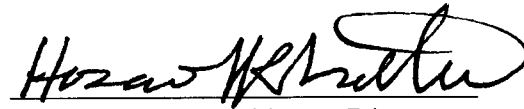
**12.0 ANNOUNCEMENTS**

No announcements

**13.0 ADJOURNMENT**

Chair Garcia adjourned the meeting at 12:15 pm

The next committee meeting will be held on May 6, 2004, 10:30 a.m., at the Hyatt across the street from the SCAG office.

A handwritten signature in black ink, appearing to read "Hasan M. Ikhrata", written over a horizontal line.

Hasan M. Ikhrata, Director  
Planning and Policy